

FAMOUS TEST HILLS AND HOW TO CLIMB THEM— NO. 2—LITTON SLACK

This article is the second of a series specially prepared for "The M.G. Magazine," with a plan drawn to scale, photographs and hints to novice trials competitors, from a special survey by . . .

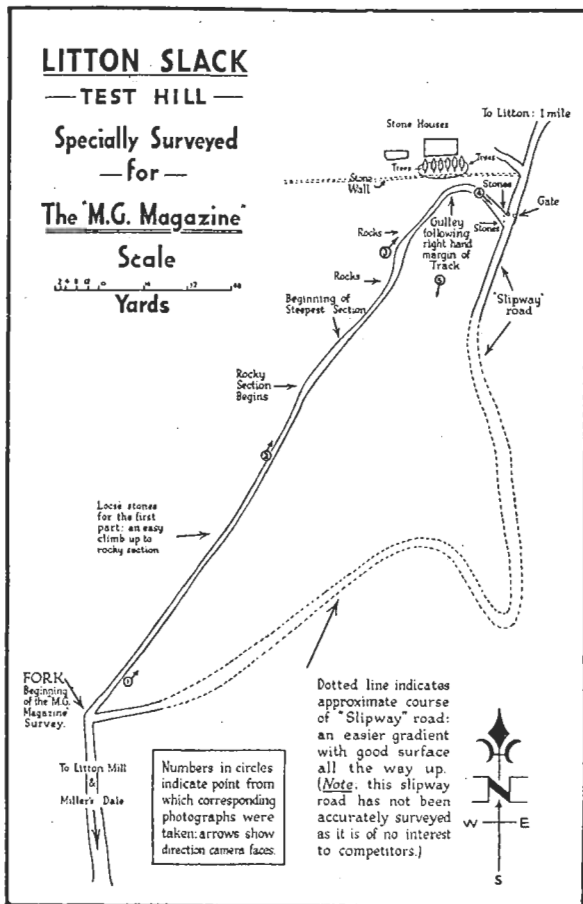
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THE simplest route to Litton Slack is via the main Bakewell-Buxton road, turning north at the R.A.C. telephone box (7½ miles from Bakewell and 5 miles from Buxton) to Miller's Dale. In this little village take a right-hand fork (just after passing underneath the railway bridge) where a sign-post indicates "Litton Mill." Follow alongside the river's edge for a little more than one mile, coming to a hamlet of stone houses. On the left is a row of stone pillars standing slightly back from the road; and on the right a post-pillar box set in the wall. Leave the river at this point and bear left, through gate pillars and up a steepish, stony incline, swinging sharply to the left in a few yards and then following a straight, narrow by-road uphill with the surface inclined to be stony in places—a fitting approach to Litton Slack itself.

Although the track is narrow, a smooth and usually firm grass

margin extends for several yards on each side, gradually rising and merging into the hills which form such a magnificent grandstand for the spectators in a reliability trial. Soon one comes to a fork. To the right is a narrow track sweeping upwards and taking a wide, double bend as it reaches the top by a comparatively easy gradient. To the left is a steeper and more difficult climb, known as Litton Slack. This fork is taken as the starting point for our survey.

Success or failure on Litton



NO. 1. THE APPROACH TO LITTON SLACK. Our survey begins at the fork, just beyond the left-hand edge of this picture.

Slack depends very largely upon the weather. I have heard of a motorcyclist going up non-stop with both feet on the saddle, and of a car climbing successfully in second gear all the way. Such feats are not impossible, but they demand conditions which, if normal, would speedily lead to the omission of Litton Slack from all further trials. Surveyed in January, after a fall of snow followed by frost, the surface appeared so bad that personally I would not attempt the climb without chains. In better weather, with some of the big, loose rocks cleared away and a few ruts filled in, the average M.G. owner could make a clean ascent nine times out of ten.

Litton Slack lies in a valley, and from fork to gateway meas-